24th January 1964] [Srimathi Jothi Vencatachellum]

All the efforts of the Public Health Department are now dedicated to the early and effective control of the infection and reduction of mortality to the utmost extent possible. The latest reports reveal considerable decline in the incidence of cholera in a number of districts. Thanjavur district reported 80 attacks and 49 deaths during week ending 11th January 1964 as against 264 attacks and 126 deaths reported during week ended 4st January 1964. Similarly, Tiruchirappalli district reported 35 attacks and 18 deaths during the week ending 4th January 1964 as against 118 attacks and 57 deaths reported during the week ending 28th December 1963. Likewise, Coimbatore district reported 42 attacks and 27 deaths during the week ending 4th January 1964 as against 99 attacks and 30 deaths reported during the previous week. North Arcot district reported 61 attacks and 27 deaths during the week ended 11th January 1964 as against 95 attacks and 31 deaths recorded during the week ending 4th January 1964. South Arcot district has, however, shown an increase in the infection since the week ending 21st December 1963. As many as 47 Reserve Health Inspectors are working in this district. These staff were posted from the State Epidemic Reserve, Additional Reserve, etc., to augment the local staff for intensifying the inoculation campaign and other control measures. The Research Health Officer, Madras, has been deputed to this district. It is expected that the infection in this district will be controlled in the next few days.

The situation in the various parts of the State is being closely watched and appropriate instructions have been issued to the Public Health staff to redouble their efforts. Health Officers from the Research-*cum*-Action Project and from Madras have been deputed to the various districts to assist the District Health Officers concerned in their supervisory work. No effort has been spared to concert all measures to quell the spread of the infection.

VI—GOVERNMENT BILLS.

(1) THE MADRAS APPROPRIATION BILL, 1964 (L.A. BILL NO. 2 OF 1964).

THE HON. SRI R. VENKATARAMAN : Mr. Chairman, I move—

"That the Madras Appropriation Bill[a], 1964 (L.A. Bill No. 2 of 1964), as passed by the Assembly, be taken into consideration."

MR. CHAIRMAN : The question is—

"That the Madras Appropriation Bill, 1964 (L.A. Bill No. 2 of 1964), as passed by the Assembly, be taken into consideration."

[a] Printed as Appendix II on pages 41-42.

The motion was put and carried and the Bill was taken into consideration.

Clause 2 and the Schedule were put and carried.

Clause 1 and the Preamble were put and carried.

THE HON. SRI R. VENKATARAMAN : Sir, I move—

"That the Madras Appropriation Bill, 1964 (L.A. Bill No. 2 of 1964), as passed by the Assembly, be passed."

MR. CHAIRMAN : The question is—

"That the Madras Appropriation Bill, 1964 (L.A. Bill No. 2 of 1964), as passed by the Assembly, be passed."

The motion was put and carried and the Bill was passed.

(2) THE MOTOR VEHICLES (MADRAS AMENDMENT) BILL, 1964
(L.A. BILL NO. 1 OF 1964).

* THE HON. SRI R. VENKATARAMAN : Mr. Chairman, Sir, I move—

"That the Motor Vehicles (Madras Amendment) Bill,[a] 1964 (L.A. Bill No. 1 of 1964), as passed by the Assembly, be taken into consideration."

Sir, I have brought forward this Bill as a measure calculated to tide over certain legal difficulties in the promotion of passenger transport.

Sub-section (8) of section 57 of the Motor Vehicles Act, 1939 (Central Act IV of 1939), deals with the procedure to be followed in regard to the variation of the conditions of any permit by the inclusion of a new route or routes or a new area or by increasing the number of services covered by a stage carriage
1–00 a.m. permit, above the specified maximum. The Regional Transport Authorities had been allowing extension or variation of existing routes with a view to serving the areas where transport facilities were not available. Such extension or variations were being granted in cases where improvements like the erection of bridges, construction of mortorable roads, etc., have been carried out. Consequent on the undertaking of various development schemes and the growth of industries, the need for connecting such areas is imperative and the sectors forming the variations or extensions of the route will not in many cases justify the opening of a separate route by itself. In such cases while the application for the grant of either extension or variation is pending with the Regional Transport Authorities, having regard to the public interest, the Regional Transport Authorities used to grant temporary permit to run stage carriages on that particular extended or varied route. While delivering judgment in Writ Petition No. 1259 of 1962, the High Court of Madras by a

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a Printed as Appendix III on pages 43–44.